TRANSIT BOOK

N. W. P. R. R. CO.

Book #8

8

14.113.0130

No. 60540

MADE BY

The Hicks-Judd Company

Bookbinders, Printers

Loose Leaf Systems

51-65 First St. [illegible] Francisco

** Give above [illegible] ordering

7426+02=

+20 0°29'

7427 = 0°59'

+50 = 1°29'

7428 = 1°59'

+50 = 2°29'

= 2°59'

29

+50 = 3°29

3°59

4°29

3

1 4°59

+50 5°29

7422+02

3.10

1.2

1+50 = 5°29

2 = 5°59

+50 = 6°29

3 = 6°59'

7432+02

7422 0°01'

+50 0°31

7431 = 1°01'

+50 = 1°31

7430 = 2°01

+50 = 2°31

29 = 3°01

48

.6

28.8

6

5.0

30.0

98

6

12.20 | 6

12 | 6.10

17°38'

20°3'

17°38'

10.15

20°31'

10°15'

6

2

6°27'53"

3.10

310

7426+

7425+9.4

6

7425+92.0

1.0

6

7432.02

7432+02

.6

2

1.2

5.2

6

31.2

+50 min = 11' 70 6

73 + 30
81 + 37

Index	Page	Date
Spy rock. M. 178½ Line change 2513+53.83 - 2523+78.46	16-18	Jan 22nd 1917
Spy rock. M 178½ Levels - Top of rail. 2513+53 - 2523+79	19	Jan 22nd 1917
Level - Table Bluff Tunnel	23	Oct 1/1915
(Grade on Line change M.P. 178½)		
A&M. R.R.	25	

Index on card

358.65	2578 / 2517 / 12°53½	T.C. 22°38½ / S.L. 358.65 / S.L. 295.92		
7320			4°10'	
+50			2°55'	22°38½
7319			1°40'	
+50			0°25'	
7318+33.2	△ CC. 5° Lt.		0°00'	
	2°20' / 6°45'			
7315+63.2	△ B.C.T.1.			

- PALMERSCREEK - SINGLEY -
1915

7324+83°	C.C. 6° Rt.	0°00'			
	150° 4°30'				
+33°	△ B.C.T2				
7323					
7322+11°	△ E.C.			+11'	
	120° 3°00'				
7320+91°	△ C.C.T2.	6°26½'	8°19'	+91'	
+50		5°25'			

				△
+68	△ C.C. T $1\frac{1}{2}$	8°33'	12°36'	
+50		8°00 $\frac{1}{2}$		△
7327~~0~~		6°30 $\frac{1}{2}$'		
+50		5°00 $\frac{1}{2}$'		27°53 $\frac{1}{4}$
7326		3°30 $\frac{1}{2}$		
+50		2°00 $\frac{1}{2}$'		
7325		0°30 $\frac{1}{2}$'		

210°
6°18'

285°
17°06'

TC 27°54'
St. 314.89
St. 340.44

+60⁹ · A	BC 1°R	0°00'
7335		
7334		
7333		
7332		
7331		
7330		
7329+78°	⌐ EC.	

7343			
7342			
7341			
+86⁷	△ E.C.	2°37 3/4'	△
+50		2°26 3/4'	
7340		2°11 3/4'	
+50		1°56 3/4'	Distance from P.I. to Track 5'
7339		1°41 3/4'	
+50	5°25 8' / 5°15 8' 5 + 263 10	1°26 3/4'	
7338		1°11 3/4'	5°15 3/4
+50		0°56 3/4'	
7337		0°41 3/4'	
+50		0°26 3/4'	
7336		0°11 3/4'	

7350+76 1/4	▷ E.C. 1°	1°03 1/4'	▷
+50		0°55 1/2'	
7350	210.8 3°06 1/2' T.C. 3°06 1/2' S. 105.4	0°40 1/2'	2°06
+50		0°25 1/2'	
7349		0°10 1/2'	
+65 3/4	▷ B.C. 1° R.	0°00'	▷
7348			
7347			
7346			
7345			
7344			
7343			

+50	283 3' / 1°25' (written vertically) — T.C. 1°25' / St. 1412 (written vertically)	0°30 3/4"	
7357		0°23 1/4'	
+50		0°15 3/4'	1°25
7356		0°08 1/4'	
+50		0°00 3/4'	
+46.2	△ BC 30' L		
7355			
7354			
7353			
7352			
7351			

7365			
7364			
7363			
7362			
7361			
7360			
7359			
+29.5 △ E.C.		$0°42\frac{1}{2}'$	
7358		$0°38\frac{1}{4}'$	

7371				
7370+51.7	△ E.C.			△
	120.0 3°00'			
+31.7	△ C.C. T.2.		5°50½'	△
7369			5°03'	
+50	233.7 11°21'	T.C. 17°41' S.L. 238.4	3°48'	22.19
7368			2°33'	17°40¾
+50			1°18'	
7367			0°03'	△
7366+98.0	△ C.C. 5° Lt.		0°00'	
	120.0 3°00'			
7365+78.0	△ B.C. T.2			△

7379

7378

7377

7376

7375

7374

7373

7372

7388

7387

7386

7385

7384

7382

7381

7380

+03⁰ △C.C.T.2. 3°12 1/4' +03⁰ 96+02² ·7396+02² C.C.T.2.

7396 T.C. 16°09½' 3°07½'

5.231.5' 289.31 L.C. 128.1

+50 128.1' 6°21½' 1°52½' 3° 16° 09½'

7395 8°37½'

7394+74.9 · C.C. 5°R. 0°00' +74.9 94+74.1 ·7394+74.1 CC5°R 94+74.1

270.9 6°45' 41+56.2

179

+04.1 △B.C.T.1. 92+04.1 △7392+04.1 B.C.T.1.

7392

7391

7390

7389

7402+17.7	△ E.C.			02+16.9	△ 7402+16.9 E.C.
	1°20' 3000'				
+97.7	△ C.C.T.2.		6°34 3/4'	00+96.9	△ 7400+96.9 C.CT2.
+50		T.C. 16°09 1/2'	5°23 1/4'		
7400	263.2 / 3009 1/2'	5.I. 165.4	4°08 1/4'		16°09'
+50		5.I. 220.8	2°53 1/4'		
7399			1°38 1/4'		
+50			0°23 1/4'		
+34.5	△ B.C. 5°L.		0°00	98+33.7	7398+33.7 BC. 5°L
7398					
					456.93 / 216.56
7397+23.0	△ E.C.		+ 23.0	97+22.2	△ 7397+22.2 E.C
	1°20' 3000'				

7409+02.1 Pot

7408+93.3	Δ EC.	8°22 3/4	08+92.5	Δ 7408+92.5 E.C
+50		7°24'		
7408		6°16 1/2'		
+50		5°09'		Should be tapered.
7407	372.3 16°45 1/2 5.t. 187.6	4°01 1/2'		16°45 1/2
+50		2°54'		
7406		1°46 1/2'		
+50		0°39'	05+20.2	
+21.9	Δ BC. 4°30' R.	0°00'	~~05+20.8~~	Δ 7405+20.2 BC 4°30' R
7405				
7404				
7403				

02.1
93.3
8.8

+50		10°06'		
7415		8°58½'		Should be tapered
+50		7°51'		
7414	6'' 27°30'	6°43½'		
+50	5'/.311.6	5°36'		27°30'
7413		4°28½'		
+50		3°21'		
7412		2°13½'		
+50		1°06'		
+01.4	∆ BC 4°30'L	0°00	7410+91.4	7410+91.4 B.C 4°30'L
7411				
7410				
7409+50				

7421 +86.5 +96.35	Δ EC. $I/3^5$ $5°40\frac{1}{2}$ 5X.56.91	2°50 3/4	20 + 76.9	7420+76.9 E.C.
+50		1°55 1/2'		Should be Taper.
7420		0°40 1/2'		
+73°	Δ BC. 5°R	0°10 1/2'	7419 + 63.4	7419+63.4 B.C 5°R
C 7419+69° P.O.T.				
P" 7419+69° BC				
7419				
7418				
+12!	Δ EC.	13°45'	7417+02.5	7417+02.5 E.C
7417		13°28 1/2'		
+50		12°21'		
7416		11°13 1/2'		
+50		10°06'		

+50		3°39¼		
7429		3°09¼		
+50		2°39¼		
7428		2°09¼'		
+50	Δ20° 12°24' TC 1224' 311.2'	1°39¼'		
7427		1°09¼'		
+50		0°39¼'		
7426		0°09¼'		
181^{5}	Δ B.C. 2°R.	0°00	25 + 74.9	7425+74.9 B.C 2°R
+50				
7425				
7423				
7422				

7436				
7435				
7434				
7433				
P.O.T. 7432 + 34.0 P.O.T.				
E.C. 7432 + 49.3 E.C.				
+ 04.5	Δ E.C. 2° R.	6° 12′	31 + 94.9	7431 + 94.9
7432		6° 09½		
+50		5° 39½		
7431		5° 09¼		
+50		4° 39¼		
7430		4° 09¼		

7443		2°15'		
+50		1°45'		
7442		1°15'		
+50		0°45'		
7441		0°15'		
7440+74²	ΔC.C.2°R.	0°00'	74²	
	2°06' 0°54'			
+84²	ΔB.C.T.1.		39+ 84.9 Profile 39+ 90.6 Constructed Line.	OK
7439				
7438				
7437				

PALMER'S CREEK — SINGLEY.

1915

7449+83.2	△ E.C.	
	90°0' 0°05'	
+93.2	△ O.C.T.I.	8°11½'
+50		7°45'
7448		7°15'
+50		6°45'
7447		6°15'
+50		5°45'
7446		5°15'
+50	90°8.3 16°23' T.C. 18°10' 51.503'	4°45'
7445		4°15'
+50		3°45'
7444		3°15'
+50		2°45'

6941		2°00½'		
+50		1°15½'		
6940		0°30½'		
+66.2	Δ B.C. 3° R.	0°00'	Δ	
+50				
6939				
6938 +91.0	Δ E.C.	2° 16¾'	Δ	6938+91.0
+50		1° 52'		
6938		1° 22'		
+50		0° 52'		
6937		0° 22'		
6936+63.1	Δ B.C. 3° L.	0°00'	Δ	6936+63.1

211.7
6°21'
St. 105.2

174.2

227.9
4°03½'
St. 114.02

P.I. 4.15

114.02

Present Location of Track at Metropolitan

49.3
47.9

6946 + 47.5 EC
6946 + 47.0 POT.

+29.4 Δ EC 7° 11 3/4'

6946 6° 25'

+50 5° 10'

6945 3° 55'

+50 2° 40'

6944 1° 25'

+50 0° 10'

+41.6 Δ BC 5° Lt. 0.00

6943

+50

6942

+77.9 Δ EC 3° 10 1/2'

+50 2° 45 1/2'

287.8
14° 23 1/2'
51.44?
65.5

45.12
9.02

P.I. 9.5 out.
8° 23 1/2

48.5
1.5
2425
485
72.75

19.3
1.5
965
193
28.95

"C" 6946 + 89.5
"A" 6946 + 89.5 E.C
6947 + 31.3 E.C

6945 + 69.3
6946 + 11.3 C.C. 1° 11 3/4

+50 3° 42 3/4'

45 2° 27 3/4

+50 1° 12 3/4

6944 + 01.3 C.C. 5° Lt

6942 + 81.3 B.C T2

41 + 71.6 — 13.5' Lt

2516	4 to 1 ∠ $\frac{21}{43°}$ × 9' →	MILE
		178 – 179
		CONDITIONS AT SINK.
+50	2½ to 1 ∠ $\frac{58}{38°}$ × 13 →	LINE CHANGE SUGGESTED BY SCHOLZ.
2515	5 to 1 ∠ $\frac{84}{40°}$ × 10.5 →	1/4/17
+50	5 to 1 ∠ $\frac{50}{34°}$ × $\frac{22.5}{60°}$ × 10 →	
2514	5 to 1 ∠ $\frac{44.5}{45°}$ × 10.5 →	
2513+50	5 to 1 ∠ $\frac{25'}{40°}$ × 10' →	

2619

+75

+50

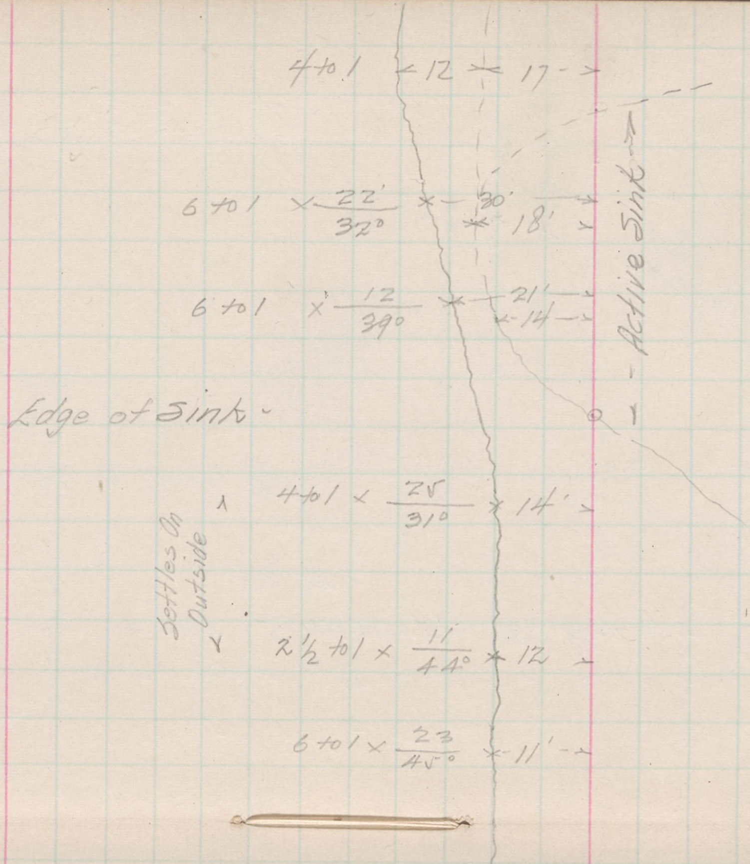
2618

+80

+50

2617

+50



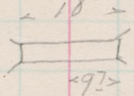
- MILE 178 - 179 -

- CONDITIONS AT SINK -

LINE CHANGE SUGGESTED BY SCHOLZ.

1/4/17.

+12 ℄ Conc. Culvert - & Cattle Pass.



2621 Edge of Gulley-

+50 2½ to 1 × 10 -

2620 2½ to 1 × 15' - --2620+10 Edge of Sink

2619+50 5 to 1 × 12 × 16 -

— MILE 178 – 179 —

Levels over Proposed Line Change —

Jan – 6 & 7, 1917

F. Line

Sta –	+	H.I.	–	Ground –
	6.130	789.347	4.500	
	4.890	789.737	4.370	
B.M.	.52	788.89	3.90	784.99
L 2510 + 03.13			3.95	784.94
10 + 33			3.4	785.5
10 + 63			3.5	785.4
10 + 93			3.6	785.3
11 + 23			3.6	785.3
2511 + 53.13			3.60	785.30
12 + 00			3.7	785.2
+ 50			3.8	785.1
13 + 00			4.0	784.9
+ 50			4.5	784.4
2513 + 78.13			4.20	784.69
14 + 08.19			4.3	784.6
14 + 38.19			4.0	784.9
14 + 58.19			3.9	785.0
T.P.			3.69	685.20
	14.67	799.87		
14 + 98.19			14.00	785.87
15 + 28.19			11.7	788.2
2515 + 50.69			9.96	789.91
2516 + 00			6.3	793.6
2516 + 50			5.0	794.9
T.P.			4.99	794.88

T.P.s-	-Remarks-		Grade
783.217	B.M. Bolt In Conc. Lt. End Conc. Pipe		
784.847	5' Lt E.S. 2524+25-		
785.367	T.P. On Track Spike Inside Lt Rail Opp 2512+98-		
784.99	B.M. on hub 15' Lt. 2511+53		
	P.O.C = F 2510+03.13	10+00 =	784.50
	E.C.	11+00 -	784.40
			784.3
			784.2
	B.C.	14	784.1
	685.20		
	C.C.	15	784.0
			783.9
	P.O.C.		
	794.48		

Sta	+	H.I.	−	Elev
T.P.	2.80	797.68		
25 17+00			2.2	795.5
17+50			5.67	792.01
18+00			5.9	791.8
18+50			15.00	782.68
T.P.	12.20	796.42	13.46	
19+[illegible]			13.8	782.6
19+50			14.9	781.5
20+00.0			3.13	793.29
20+50			8.0	788.4
21+02			18.8	777.6
21+50			7.7	788.7
21+78.72			11.69	784.73
T.P.	3.68	788.46	11.64	
22+01.22			3.8	784.7
+31.22			3.5	785.0
+61.22			4.3	784.2
+91.22			5.3	783.2
23+21.22			5.2	783.3
23+51.22			4.2	784.3
24+00			4.2	784.3
+44.91			4.34	784.12
B.M.			5.25	

Grade

794.88 T.P.

783.8

P.O.C.

783.7

784.22 T.P.

783.6

P.O.C. 783.5

21+00 = 783.4

C.C. 22+00 783.3

784.78 T.P.

23+00 783.2

783.1

B.C.

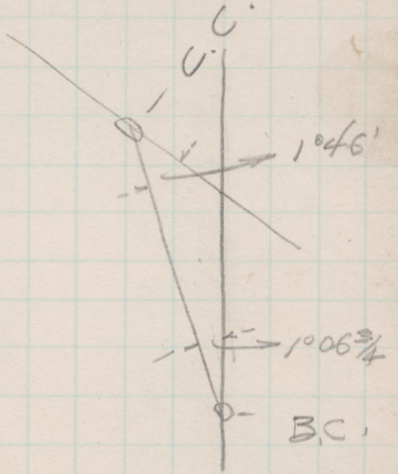
783.21

2514 + 47.16 CC. 6°10' Lt 1°06¾'
14 + 13.83
+ 83.83
2513 + 83.83 B.C.T. 2½ "B" = 0°00'

2513 + 53.83 P.O.T. "D" =

(T-2½
Δ = 2°52¾'
Arc = 93.33)

D = 1°46'
Lc = 93.32



- MILE 178½ -

- FINAL ALIGNMENT OF LINE CHANGE -

1/22/17

Add 1.71 to SubGrade
for Top of Rail -

—

Line Change
M.P. 178½. Spy Rock.
Jan. 22 - 1917

{ Driver
Lockhart
Mac Kinnon

16+50	6°-15¼'		
16+00	4°-42¾'		
15+50	3°-10¼'		
15+00	1°-37¾'		
		Inst. at C.C.₁	0 = 1°-46'
14+47.16	1°-06¾'	C.C.₁ 6°10' Lt.	⊙ C.C.₁
14+13.83	0°-33¾'		
13+83.83	0-13½'		
2513+53.83	0°-00'	B.C. Tap. 2½	D_c = 6°10' l.c. = 93.32. b = 1°46'
		Inst. at B.C	⊙ B.C.

20+50	18°-35¼'	⊙ P.O.C.
20+00	17°-02¾'	
19+50	15°-30¼'	
19+00	13-57¾	
18+50	12°-25¼'	
18+00	10°-52¾'	
17+50	9°-20¼'	⊙ P.O.C.
17+00	7°-47¾'	

23+48.46	0°-13½'		
23+18.46	0°-33¾'		
22+88.46	1°-03'		
22+85.13	1-06¾'	Check on $C.C._2$	
			⊙ $C.C._2$ E.C.
22+85.13	25°-50¼'	$C.C._2$ Tap. 2½	Def. 1°-46' Lt. from Tan. Dist. 93.31 to set ⊙
22+50	24-45¼		
22+00	23°-12¾'		
21+50	21°-40¼'		
21+07.2	20°-20¾'	E. end of bridge	
21+00	20°-07¾		
20+90.3	19°-51¾'	W. end of bridge	

23+78.46	0°00'	E.C.	Inst. at E.C.	⊙ E.C.

Sta.	+	H. I.	—	Elev.	Elev. Top of Rail
B.M.	5.35	90.36		784.99	
2513+53			4.56		85.80
14+13			4.66		85.70
15			4.76		85.60
16			4.86		85.50
17			4.96		85.40
T.P	3.08	88.44	4.96		85.40
18			3.18		85.30
19			3.28		85.20
20			3.38		85.10
21			3.48		85.00
22			3.58		84.90
+85			3.68		84.80
22+79			3.78		84.70

Grades for track
Line change M.P. 178½
Jan 22nd 1917

{ Driver
Lockhart
MacKinnon

E.C.

"B" 2084+61.28 E.C

726.2 to BC T2 3/4 2088+61.63

△ P.O.S.T 10°51 1/2' Lt 325.85 to E.C 2084+61.28

B.S = 2079+29.2

"B" 2081+61.28 CC 1° Lt.

8° 09 1/2' Lt. 207.45 to P.O.S.T

△ 2079+29.2.C.C.T.2.

B.S = 2078+57.0 CC 10° Lt.

"B" 2079+21.28 CCT2
"D" 2079+21.25 P.O.C

5	"	7.05 Rt
4	"	3.85 Rt
3	"	0.9 Rt
2	"	2.3 Lt
1+00		5.5 Lt
	ML	9.55 Lt

2+50 } 0+50 Top of bank on left at end of tie, on Rt 12' to 14' Rt

81

+75	T.B	9.6 Rt
+50	TB -	11.4 Rt
+25	TB -	10.6 Rt
80	TB -	18.5 Rt
79+80	T.B -	18' Rt

From ℄ Track

plenty of room on left.

+80

Proposed line change MP 170-22-23 Nov. 15-16, 1917. 20

50' wide 2' low to next BC

Top of bank from M.L.

+50	22.5	9.5
99	11.5	11.5
+50	9'	13.5
2098	9'	11.5
	+77	6
	+75	14
	+50	27
	97	27' Rt
	+50	17.3'
	96	17.2'
	+50	23.0'
	95	25.5' Rt
	+50	14' Rt
	2094 +00	10' Rt

△ "E" 2093+06.7 11°46½ Rt. to "E" 2087+77.7
B.S = 2093+50

△ "B" 2093+50 P.O.C 150°58½ 33' to E.C "E" 2093+06.7
B.S. 2090+50

"B" 2089+81.63 CC 10° Rt

"B" 2088+61.63 BCTZ¾

8	M.L	21.45 Rt
7	"	14.25 Rt
6	"	10.45 Rt
5	"	7.05 Rt

Levels - Table Bluff

83			3.62	82.79	
82			3.38	83.04	
⩚	3.40	86.41			
T.P.			5.95	83.01	
81			5.68	83.28	
80			5.22	83.74	
79			4.63	84.33	
78			4.09	84.87	
77			3.63	85.33	
76			3.11	85.85	
75			2.56	86.40	
⩚	2.42	88.96			
T.P.			4.08	86.54	
74			3.83	86.79	
73			3.68	86.94	sub 85.29
72			4.00	86.62	
71			4.57	86.05	
70			5.14	85.48	
69			5.50	85.12	
⩚	6.09	90.62			
T.P.			3.36	84.53	
68			3.09	84.80	
67			3.53	84.36	
66			3.77	84.12	
65			4.40	83.49	
64			4.89	83.00	
63			5.21	82.68	
62			5.45	82.44	
75 61			5.85	82.04	sub 81.67 Top of rail
⩚		87.89			

Tunnel October 1st, 1915

W.C.B.M #52 88+60		7.53	elev 78.885	
88		7.26	79.15	sub 78.09
87		6.31	80.10	
86		5.44	80.97	
85		4.64	81.77	
84		4.12	82.29	
⊼	same	86.41		

⊼	2.88	87.96		
T.P			4.21	85.08
⊼	4.96	89.29		
B.M				84.331

N.W.P. R.R Transfer Spur

end of spur 6+00

Δ P.I.	13°28' Lt	48.35' to E.C	2+05.0
		83.35' to P.I.	
	6°22' Rt	35.0' to B.C 14° Lt	1+08.8
Δ 47° Rt.	"C" 8756+15.2 P.F #9		

B.S - Tangent to curve at this point

0+00 P.S.
"C" 8755+41.4

25

14°10'

1+91.5

Δ 4°12'

32.2
Fence.

Δ P.I. - 14°12' Rt   50.9 to E.C.
90.0 to P.

Δ L Pt. 8°10' Rt. - 31.1 to B.
26.7 to P.

A&M. R.R.

N.W.P. 5+63.5 opp 1+51.4 A&M

$\angle$ 4+55.5   St. 115.0' 4+55.5
1+54.1 - 95°32' Rt.   53.0 to C.T.T.

Δ P.I   13°28' Lt.   48.35 to E.C 2+05.0

83.35 to P.I.
6°22' Rt.   35.0 to B.C. 14° Lt. 1+08.8

Δ 4.70' Rt. Sta 8756+15.2 P.F
0+73.8
8755+41.4

INIT...
...OF CAR

1+51.4
0+50

Δ L Pt. 8°10' Rt.
B.S. - down track

N.W.P.R.R Transfer Spur

end of spur 6+00

Δ P.I. 13°28' Lt — 48.35' to E.C 2+05.0

83.35' to P.I.

6°22' Rt — 35.0' to B.C 14° Lt 1+08.8

Δ 47° Rt. "C" 8756+15.2 P.F #9

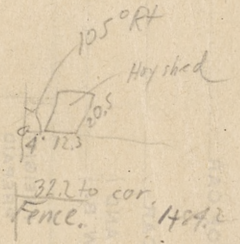
B.S - Tangent to curve at this point

$\frac{0+00}{\text{"C" } 8755+41.4}$ P.S.

Δ Δ

14°10'

1+91.5



B.S - down track

ΔP.I. - 14°12' Rt 50.9 to E.C - 1+51.4
90.0 to P.F

Δ L Pt. 8°10' Rt. - 31.1 to B.C 14°Rt 0+50
26.7 to P.F #7

A&M. R.R.

N.W.P. 5+63.5 opp 1+51.4 A&M

∠ 4+55.5 St 115.0' 4+55.5
1+54.1 - 95°32' Rt. 53.0 to C.T.T.

Δ P.I 13°28' Lt. 48.35 to E.C 2+05.01
83.35 to P.I

6°22' Rt. 35.0 to BC 14°Lt. 1+08.8

Δ 4.70' Rt. Sta 8756+15.2 P.F
0+73.8
8755+41.4

0+50 1+51.4

253

D CO. ______________ 190__

TO ______________

INITIAL OF CAR ______

No. OF CAR ______

SERIES AND No. OF W. B. ______

ARTICLES	WEIGHT	RATE	TOTAL FREIGHT COLLECT	ADVANCES	FREIGHT PREPAID

T.T. track		~~3.2~~ 4.2
Spur to T.T.	0+00	5.1
	5	5.0
	+50	5.1
	4	5.1
	+50	
	3	5.8
	+50	5.7
	2	5.8
	+50.4	5.7
	1+00	4.8
	0+50	1.5
A&M.R. B.R.P.F.		1.4
B.R. at T.T.		3.3
	6	5.5
	+50	5.9
	5	5.6
	+50	5.9
	4	6.1
	+50	5.4
	3	6.2
	+50	5.8
	2	4.8
	+50	4.0
	1+00	6.4
N.W.P. B.R.	0+73.8	5.92

~~3~~.5 grade. base rail.

25

253

D CO. ______________ 190 ___

TO ______________

INITIAL OF CAR ______________

No. OF CAR ______________

SERIES AND
No. OF W. B. ______________

ARTICLES	WEIGHT	RATE	TOTAL FREIGHT COLLECT	ADVANCES	FREIGHT PREPAID	

CO. ____ 190__

INITIAL OF CAR ____

NO. OF CAR ____

SERIES AND NO. OF W. B. ____

TO ____

...RTICLES	WEIGHT	RATE	TOTAL FREIGHT COLLECT	ADVANCES	FREIGHT PREPAID

B.S. - down track

25

85°00' Rt. - 77.2 C.T.T.

△8660 +97.2

B.S.-8657+89.0

253

D CO. ______________________________ 190____

INITIAL OF CAR ____________________

NO. OF CAR ____________________

SERIES AND NO. OF W. B. } ____________________

____________ TO ______________________________

5+63.5
09.6
53.9

= 1+51.4
53.9
2+05.3
4.9
2+10.2
54.1
2+64.3

ARTICLES	WEIGHT	RATE	TOTAL FREIGHT COLLECT	ADVANCES	FREIGHT PREPAID
	13 86 99 250 151	12' 4.9 13.0	90 67°40 22°20		.38
		13 38 104 39 494	4.9		925)12000(12.9 925 2750 1850 9000 8325 13.0

A. & M. R. R. Transfer Spur

Δ P.I	14°12' Rt.	50.9 to	E.C	1+51.4
	B.S = L pt			
		90.0 to	P.I.	
		31.1 to.	B.C 14° Rt	0+50
Δ L Pt.	8°10' Rt.	26.7 to	P.F #7	
	B.S – down track			

6206	(-17.1 38.7)	-14.0 30.0	-7.8 20.2	00 10.0	+1.3	00 9.2	-6.6 18.5	-11.1 25.7	(-17.1 38.4)
6205	(-19.3 24.5)	-14.5 30.8	-9.7 24.5	00 12.5	+1.3	00 9.0	-8.3 20.5	-14.3 30.5	(-18.9 41.0)
6204	(-18.4 45.3)	-17.8 35.7	-8.1 22.3	00 12.3	+1.25	00 11.5	-8.2 22.8	-15.6 32.7	(-18.4 39.8)
6203	(-19.8 50.0)	-17.4 35.1	-10.0 22.7	00 8.5	0	00 9.5	-9.5 22.8	-17.5 35.3	(-18.6 46.4)

6214	(-16.0 36.1)	-10.4 24.6	-6.4 18.5	00 10.0	+1.3	00 10.0	-6.0 18.2	-9.3 23.0	(-15.8 31.5)
6213	(-12.6 37.0)	-10.8 25.2	-6.3 20.6	00 11.0	+1.3	00 10.5	-4.5 17.7	-10.5 24.8	(-14.9 35.2)
6212	(-15.9 36.8)	-10.8 25.2	-6.2 19.5	00 11.5	+1.3	00 9.8	-5.5 16.8	-10.5 24.8	(-16.2 35.3)
6211	(-17.8 35.5)	-11.7 21.6	-6.1 21.0	00 10.0	+1.3	00 10.0	-7.3 19.7	-13.0 28.5	(-18.1 39.2)
6210	(-16.3 37.3)	-12.1 27.2	-6.5 20.3	00 10.0	+1.3	00 10.5	-5.9 18.5	-10.6 24.9	(-15.5 34.5)
6209	(-14.4 35.5)	-12.1 27.0	-7.8 21.8	00 10.5	+1.3	00 8.5	-6.5 19.7	-10.1 24.2	(-16.1 34.7)
6208	(-16.1 38.3)	-12.1 27.2	-7.8 21.3	00 9.5	+1.3	00 10.5	-7.5 21.4	-11.8 26.7	(-16.1 37.5)
6207	(-17.1 36.3)	-14.1 30.2	-7.6 20.9	00 9.5	+1.3	00 9.5	-7.7 20.0	-12.7 28.1	(-17.5 38.0)

6222	(-12.0 29.5)		-4.0 17.0	0.0 10.8	+1.3	0.0 12.0	-6.2 19.3		(-11.4 30.0)
6221	(-13.3 33.8)		-4.8 18.0	0.0 10.2	+1.3	0.0 11.5	-5.6 20.5		(-13.6 31.2)
6220	(-12.0 29.7)		-5.0 16.7	0.0 8.5	+1.3	0.0 11.0	-5.7 20.3		(-12.7 32.5)
6219	(-12.1 30.9)		-5.1 18.4	0.0 10.5	+1.3	0.0 11.5	-5.7 19.5		(-15.0 37.5)
6218	(-13.2 37.4)		-4.3 21.7	0.0 13.8	+1.3 0	0.0 13.2	-4.8 21.4	-	(-14.1 37.4)
6217	(-13.7 33.5)	-10.1 24.2	-5.7 19.6	0.0 12.0	+1.3	0.0 11.0	-5.5 20.0		(-14.0 37.2)
6216	(-15.0 37.0)	-10.6 25.4	-7.0 21.8	0.0 11.2	+1.3	0.0 11.1	-6.0 19.5	-10.6 24.9	(-15.4 38.5)
6215	(-16.1 37.0)	-10.4 24.6	-6.0 19.0	0.0 9.8	+1.3	-0.0 8.8	-6.2 19.0	-10.9 25.8	(-16.0 36.8)

6230			-11.5 / 29.7	oo / 10.0	+1.3	oo / 10.0	-11.0 / 26.8		
6229			-9.9 / 27.8	oo / 12.0	+1.3	oo / 9.8	-10.7 / 28.8		
6228			-10.5 / 28.5	oo / 10.0	+1.3	oo / 10.0	-11.5 / 30.0		
6227			-10.0 / 27.4	oo / 10.5	+1.3	oo / 10.5			-11.0 / 29.3
6226			-9.0 / 26.0	oo / 11.8	+1.3	oo / 11.0			-11.0 / 32.0
6225		-9.0 / 25.5	-2.4 / 14.7	oo / 9.5	+1.3	oo / 11.1	-10.0 / 27.0		-10.5 / 37.0
		x							
6224+50	-10.0 / 26.6	-7.7 / 20.6	-3.4 / 9.0	oo / 4.0	+1.3	oo / 4.0	-5.0 / 9.0		-13.0 / 28.5

Wedge to 6224+30.

Trestle.

Wedge to 6222+80.

	x	+							
6222+50	-13.0 / 40.0	-10.8 / 27.0	-3.8 / 17.2	oo / 11.1	+1.3	oo / 10.2	-5.4 / 17.7	-6'	-12.3 / 31.5

— FARNELL —

FILLING OF TRESTLE —

Oct. 14. 1915

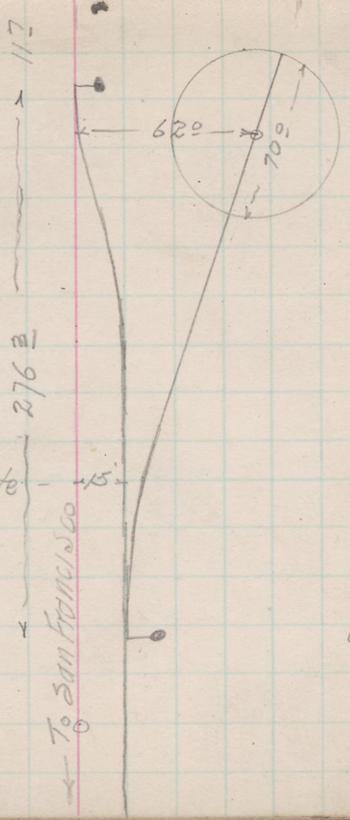
Wedge to 6235 + 10.0

6235		(-10.0 / 24.0)	oo / 8.0	+1.3	oo / 8.0	(-9.0 / 22.5)	
6234		(-11.9 / 26.2)	oo / 8.0	+1.3	oo / 8.5	(-13.2 / 30.9)	
6233	(-13.0 / 30.0)	-4.0 / 15.5	oo / 9.0	+1.3	oo / 9.0	-4.5 / 16.7	(-12.1 / 31.4)
6232	(-13.6 / -30.0)	-4.6 / 16.0	oo / 9.0	+1.3	oo / 10.0	-4.7 / 17.5	(-14.3 / 31.0)
6231		(-12.3 / 27.9)	oo / 10.0	+1.3 / c	oo / 9.5	-(13.0 / 28.5)	

3+05.2 E.L. Pit

2+70.2 ctr.

2+35.2 W.L. Pit



3335+80.8 P.F. Opposite

0+73.8 P.F. #9.

0+00 P.S.

3334+42.1 B.C.

352.5
73.8
276.3

- ISLAND MOUNTAIN -

PROPOSED TURN TABLE

1/3/17

Pass. Track →

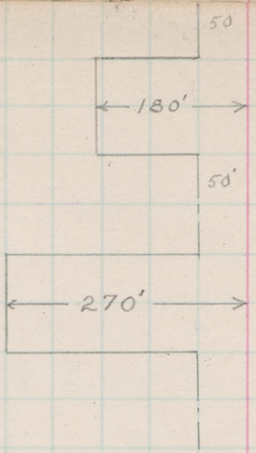
			553.397	B.M. 50' Rt 3338+00		Surf. Elev.	
	5.79	559.187					
0+73.8 P.F.		4.39	554.80	Top Rail M.L.		5.5	553.7
1+00		4.31	554.88	" "		5.7	553.5
1+50		4.15	555.04	" "		5.1	554.1
2+00		4.00	555.19	" "		5.3	553.9
+35.2 M.L. Pit		3.89	555.30	" "		4.9	554.3
Top Conc. Foundation -		7.01	552.18	Set 2' High -			
+70.2						5.9	553.3
3+05.2						6.6	552.6

2212+00

2209+50

2205+50

2202+00



JAN'Y 3 & 4, 1917

— M - 172 3/4 —

2262 + 50

2257 + 00

2244 + 00

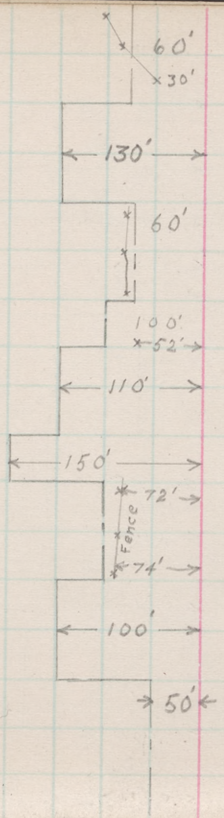
2232 + 25

2229 + 00

2224 + 75

2221 + 00

2219 + 00



2311 + 25

2309 + 50

2301 + 50

2300 + 75

2300 + 00

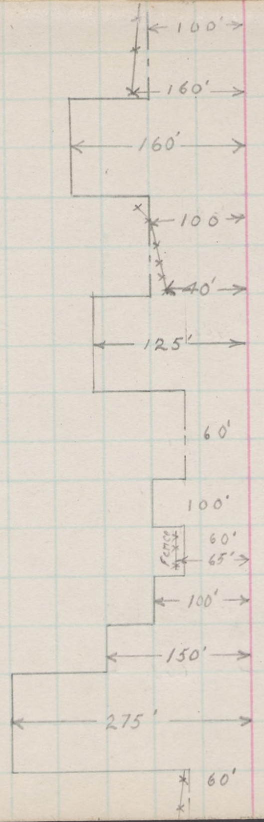
2276 + 00

2275 + 50

2272 + 50

2270 + 75

2266 + 25



2336+00

2333+00

2329+25

2328+50

2327+50

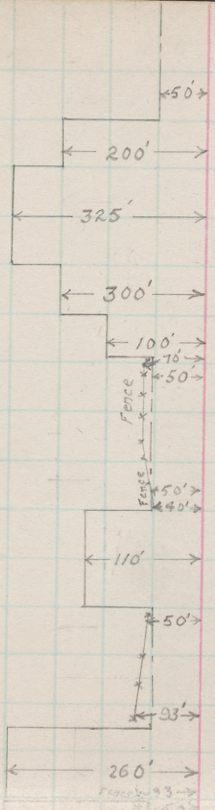
2327+25

2324+65

2322+65

2311+25

2309+50



2396 + 50

2392 + 25

2373 + 25

2371 + 75

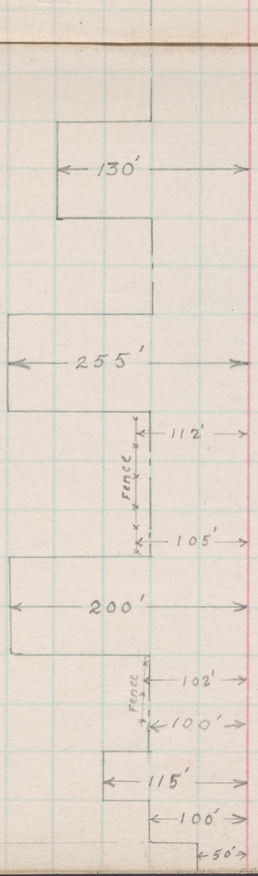
2366 + 50

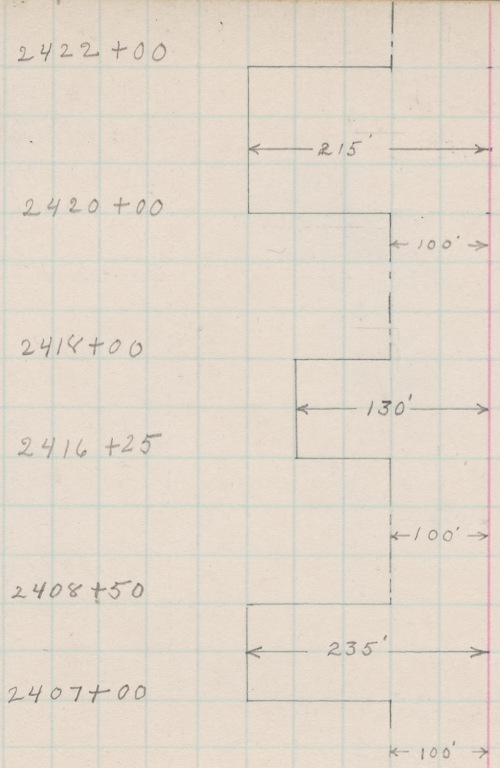
2364 + 15

2357 + 50

2357 + 00

2356 + 50




2422+00
215'
2420+00
100'
2418+00
130'
2416+25
100'
2408+50
235'
2407+00
100'

2494 + 10

2494+25

2492+25

2492+00

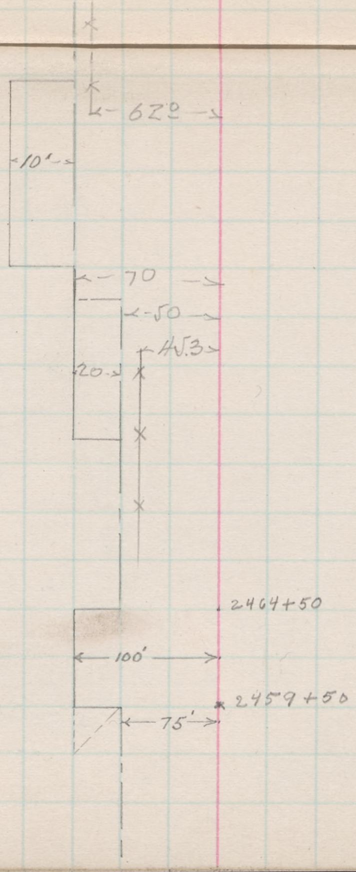
2491 +75

2491 + 25

OK To Pole 177-26-

2464+50

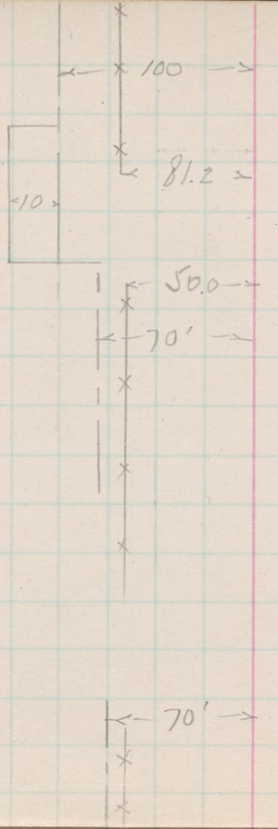
2459+50



2502 +20

2502 +50

2500 +00



2527 + 35

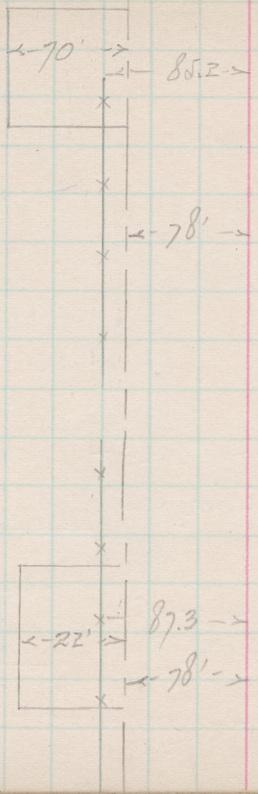
2515 + 00

2529 + 50

2527 + 25

2515 + 50

2513 + 50



2746

104
@ 35

2561 + 50

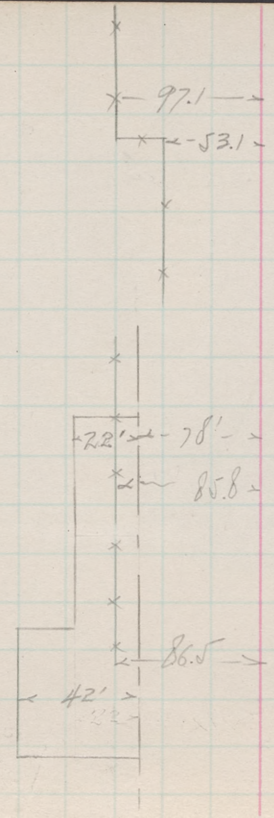
2539 + 50

2538 + 50

2537 + 00

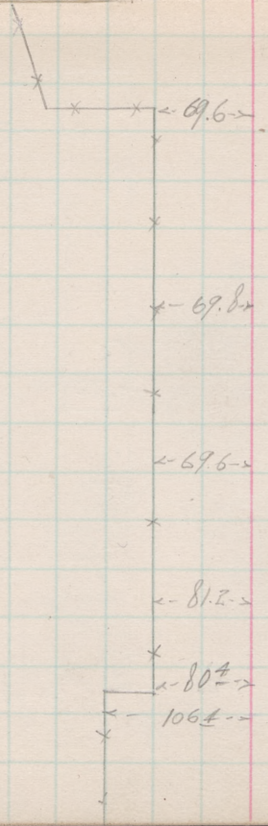
2536 + 00

2535 + 00



2584+25

Can Be Built 50' From ℄
Profile Shows 50' R.W.



2579+75

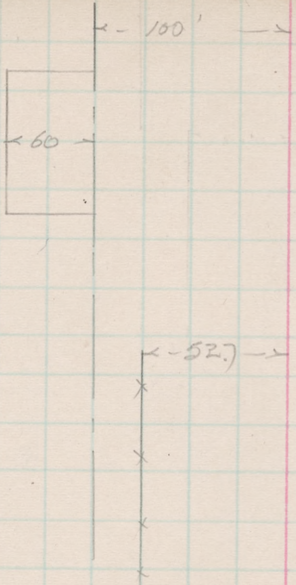
2575+00

2572+75

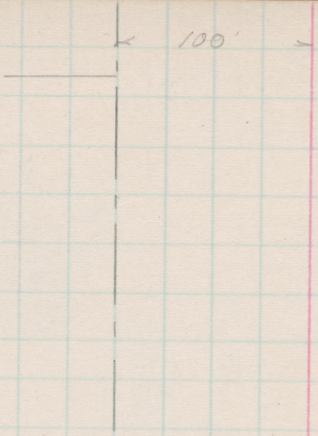
2571+25

2608 +25

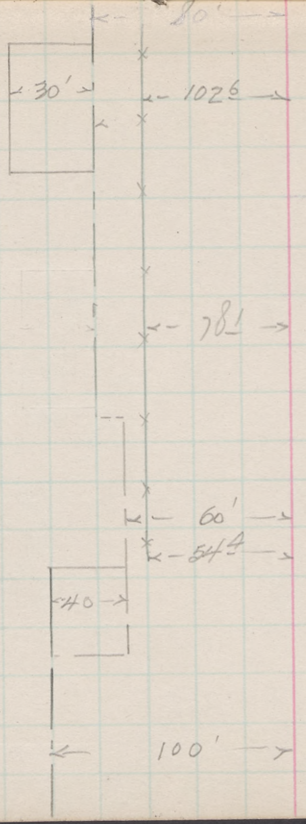
2606 +75



2603+90


100'

2647+00	2647+00
2644+60	
	2643+00
2637+50	
	2631+12
2625+50	2625+50
2625	2625+00



2686+50

2684+80

2682+30

2673+50

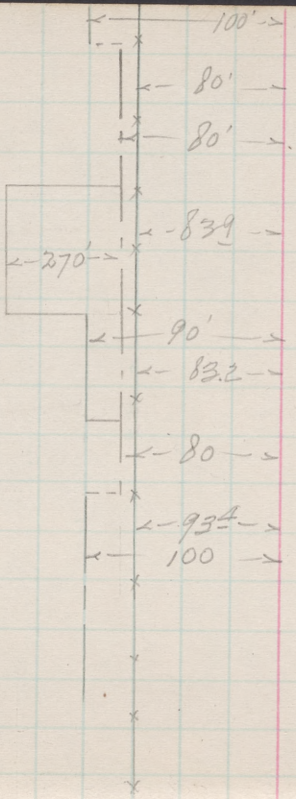
2688+00

2685+00

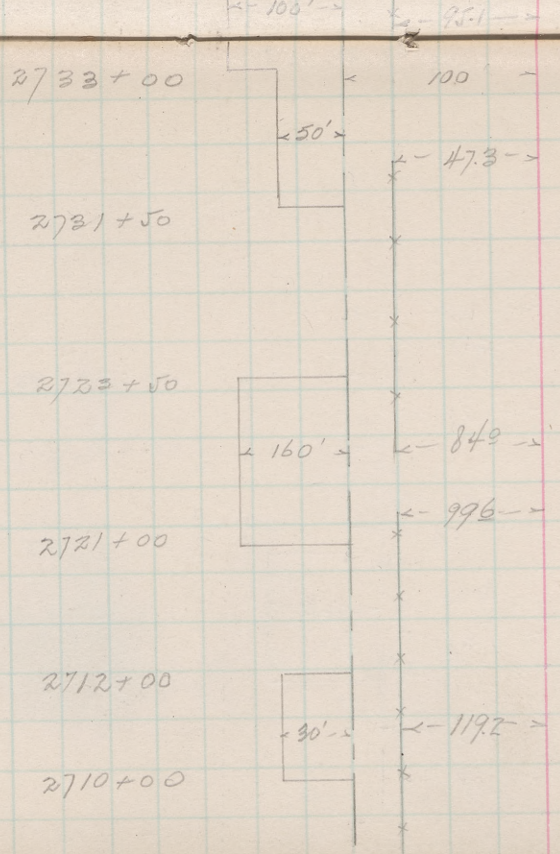
2683+00

2682+00

2675+00



2733+80	End Fence-
2731+60	End Fence-
2723+10	End Fence-
2721+20	" "
2711 +00	



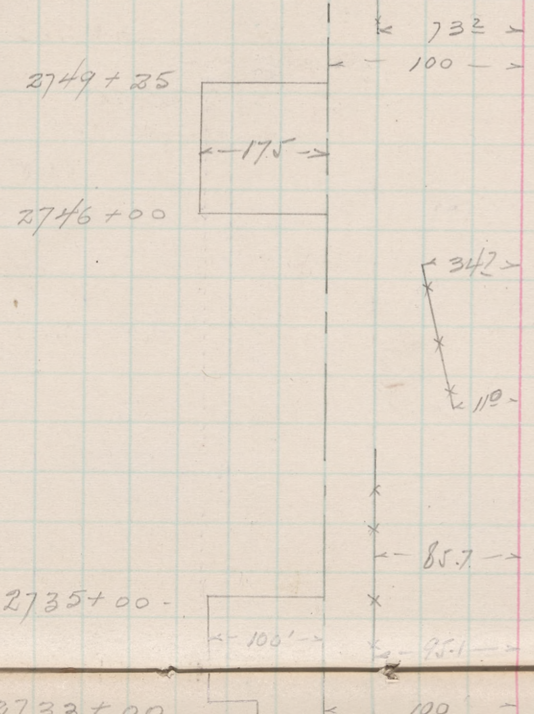
- TUNNEL #23 TO DOS RIOS -

Additional R. of W. Required

- To Include Cuts & Slides -

JAN'Y 1917

2750 + 45	Fence -
2743 + 63	Fence -
2743 + 05	Fence -
2735 + 75	
2733 + 80	End Fence -



7000			-18.9 43°	-15.2 29°	-8° 17°	oo 9°		oo 9°	8.2 -19.0	369.95 40
6999+50					-11.8 28°	oo 9°		oo 9°	-8.6 21°	344.25
6998					-4.6 16°	oo 9°		oo 9°	-9.0 22°	239.00
6997					-3° 13°	oo 9°		oo 9°	-1.5 16°	85.35
						oo 9°	oo c			
6996+50										

7007	-16.7 54°	-10.5 48°	-8.5 29°	oo 9°	+1.3	oo 9°			0.00
7006	-18.9 42°	-15.5 36°	-8.8 24°	oo 9°	+1.3	oo 9°			306.40
7005		-20.4 41°	-8.9 23°	oo 9°	+1.3	oo 9°			502.55
7004		21.2 42°	-9.4 24°	oo 9°		oo 9°	-3.8 15°	-11.5 28°	524.40
7003		-21.3 46°	-7.8 24°	oo 9°		oo 9°	-3.8 17°	-10.3 31°	550.20
7002		-19.1 41°	6.1 20°	8.0 9°		oo 9°	-4.2 16°	-9.7 29°	518.07
7001		-20.1 42°	-10.0 26°	oo 9°		oo 9°	7.6 -27°		524.25

7014+50	-14.8 36°	00 9°		00 9°	447.86
+75°	-11.9 31°	00 9°		00 9°	690.65
7013+15	-11.5 31°	00 9°		00 9°	673.47
+55	-9.1 28°	00 9°		00 9°	367.84
7012+00	-8.2 25°	00 9°		00 9°	396.26
+50	-8.3 22°	00 9°		00 9°	131.52
7011	-4.0 15°	~~00~~ 9°	00 0	00	25.35
10+80			[illegible]	00 [illegible]	000

7035	-176 36°	-86 22°	00 9°		00 8°	-85 21°	-164 35°	753.80
7034	-173 35°	-93 23°	00 9°					842.70
7033+55								836.34
								Wedge.
7033+20				0'				000.
+24			00 10°	00 0				00.0
7016		-140 30°	00 9°	00 0				132.00
+50	-124 32°	-100 22°	00 9°		00 9°			217.20
7015		-113 30°	00 9°		00 9°			221.40

7043 ~~40~~		-9.3 25°	00 10°	+1.3	00 10°	-10.3 26°		178.90 Alton Fill 42
7042		-8.2 24°	00 11°	+1.3	00 10°	-10.6 29°		195.85
7041	-15.8 34°	-6.2 20°	00 9°	+1.3	00 9°	-8° 21°	-16.3 34°	689.70
7040	-20.9 34.2	-9.7 23°	00 9°	+1.3 C	00 9°	-9.8 23°	-21.6 35	878.7
7039	-18.7 38°	-10° 23°	00 9°	+1.3 C	00 9°	-8° 21°	-18.5 35°	986.75
7038	-15.6 38°	-8.3 22°	00 9°	+1.3	00 9°	-9° 23°	-16.5 35°	884.85
7037	-16.6 33°	-8.3 21°	00 9°		00 9°	-9.2 22°	-16.2 35°	778.40
7036	-16.4 33°	-8° 21°	00 8°		00 8°	-6° 17°	-15.5 35°	732.30

7048+20°	-10.0 25°	00 9°	+1 3	00 9°	-8.6 25°	102.50
+60	-8.6 24°	00 9°	+1 3	00 10°	-7.4 23°	114.75
7047	-7.2 22°	00 10°	+1 3	00 9°	-8.1 23°	127.10
7046	-6.6 24°	00 10°	+1 3	00 10°	-6.2 23	148.60
7045	-6.8 24°	00 10°	+1 3	00 10°	-8.4 26°	166.20
+50	-8.6 26°	00 11°	+1 3	00 10°	-9.1 25°	170.50
7044	-9.4 25°	00 11°	+1 3	00 10°	-7.6 23°	177.00
7043+40	-9.4 25°	00 10°	+1 3	00 10°	-9.5 27°	190.15

X Section Notes Alton Fill

Station									
7053+00	-9.2 / 32.0	-5.8 / 20	-6.2 / 16.0	00 / 9.0	+1.3 / 0	00 / 9.0	-5.2 / 12.0	-10.2 / 21.3	
+50			-5.2 / 20.0	00 / 9.0	+1.3	00 / 9.0	-5.1 / 20.0		
7052+00			-5.4 / 20.0	00 / 9.0	+1.3	00 / 11.0	-4.9 / 22.0		27.05
+50			-6.0 / 22.0	00 / 10.0	+1.3	00 / 11.0	-6.9 / 24.0		52.70
7051			-9.3 / 23.0	00 / 8.0	+1.3	00 / 10.0	-8.2 / 22.0		58.85
7050			-8.0 / 22.0	00 / 10.0	+1.3	00 / 9.0	-8.0 / 22.0		62.00
+50			-9.2 / 25.0	00 / 11.0	+1.3	00 / 9.0	-8.2 / 23.0		84.55
7049			-9.0 / 23.0	00 / 90.0	+1.3	00 / 10.0	-10.0 / 25.0		8015.5

Station	Dist to R of Way Fence	~~Dist to center of County Road~~	Dist to center of County Road		Dist to Fence Line	Fence Line Left of ℄	River Bank	Top of Embankment on L
7376	21°		41°		55°	33°	126°	17°
7378	26°		48°		70°	33°	137°	14°
7380	32		58°		78°	31°	174°	9°
7381+20	~~31~~ ~~43~~					31° / 43°		
7382	–		58°		83°	43°	193°	45°
7384	–		60°		87°	43°		43°
7386	–		72		95	43°		26°
7388	–		54		71°	43°		24°
7389	–		44°		57°	43°		29
7390	–		35°		45° (EF)	115°		100°
~~7390+40~~	~~–~~		~~–~~		~~–~~	~~130°~~		
7390+94	–		31		58° (BF)	138°		102
7392	–		32		60°	123°		104
7393+35	–		38		62°	123°	609°	103
7394+15	–		35		76	123°		100
						98° County Road		
7395+~~93~~ 3 69°	–		35		–	48°		23
7396+02	14		33°		–	39		22
7397+50	28		45°		–	28°		17°
7398+50	40°		71°		–	24°		15°
7399+50	41°		98°	37	–	23°		10°
7400+50	44°		74°	30°	–	21°		10°
7402+20	41		62°	21°	–	21°		5°
7404	37		57	20	–	26°		5° / 10°
7405+50	30		46		–	31		

10f x 10.5 8'Q 35' Dist. 7383+30

Fernbridge
1915.

County Road crossing is 97° 38' from Tang at sta. 7394+56.2
670.5 To County Bridge
Width of Bridge 22.5

7380+39° sta. of Cattle Guard.
7380+70 End of R.W.F. of Rt. Dist from 33°
sta. 7381+07⁴ = P.S. West End of Passing Track.
sta. 7381+82⁶ = P. Frog " " " " "

00 for Edge of Bank on Rt.
15°
17°
17°
00 for Top of Bank
7394+13° P.S. East End of Passing Track
7393+39¹ P Frog.

7395+03³ Cattle Guard. also 00. for R.W. fence on R. 10 Lt. from

44

7408+55⁵ - 10+15 L F 33 R F 30 - 50 00 for Edge of B.

H.I. 65.70

0+50	-8.3 50°	-11.8 19°	-10° C	-9.6 10°	-9° 50°
1+50	-8.2 50°	-11.3 14°	-10 C	-9.7 -9.7 14° 11°	-9.6 50°
2+50	-7.6 44°	-10.6 12°	-10°	-9.0 50°	
3+50	-9.1 50°	-9.1 5°	-9.3	-8.8 50°	

Station	H.I.						℄						
~~7054+07~~	H I 60.11 (60.11)												
7054+39	3.17	-4.4 / 77.0	-6.5 / 50.0	-5.1 / 27.0	-4.1 / 15.0	-8.6 / 13.0	-9.5 ℄	-8.7 / 13.0	-10.1 / 24.0	-4.2 / 53.0	-1.4 / 54.0	oo / 100.0	
7054+26	56.94		-4.6 / 75.0	-2.9 / 50.0	-7.4 / 28.0	-14.8 / 15.0	-8.7	-7.6 / 42.0	-4.7 / 50.0	-3.0 / 100			
7054+07	5.15 / 61.09		-4.6 / 75.0	-7.9 / 39.0	-10.7 / 15.0	-9.4 / 13.0	-8.5	-7.4 / 32.0	-7.3 / 50.0	-5.7 / 100.0	-1.7 / 150.0	+3.0 / 200.0	
+96							℄	-4.6 / 23.0	-7.0 / 33.0	-7.7 / 50.0	(-4.5 / 300.0	-5.7 / 250.0	
+50							℄	-3.3 / 19.0	-2.8 / 33.0	-4.2 / 50.0	-5.3 / 100.0	-7.8 / 150.0	-7.7 / 200
7053							℄	-3.0 / 18.0	-3.8 / 100	-3.8 / 150.0	-4.8 / 200	-6.4 / 250.0	-5.2 / 300
7052+20							℄	-3.5 / 22.0	-3.1 / 30.0	-2.4 / 100.0	-2.5 / 150	-2.7 / 200	-3.1 / 250
~~7051+70~~	H I 61.09									(-5.6 / 400.0	-5.2 / 350.0	-3.8 / 300	
7051+70							℄	-8.2 / 26.0	-8.5 / 50.0	-5.0 / 100.0	-3.9 / 150.0)		
7051+25							℄	-6.8 / 25.0	-5.6 / 50.0	-9.0 / 100.0	-4.9 / 150.0	-4.7 / 200	
							℄		-4.6 / 250.0	-5.2 / 225.0	-6.6 / 200.0	-9.2 / 163.0	
7050+00							℄	-6.1 / 24.0	-5.3 / 50.0	-5.6 / 100	-5.8 / 126.0	-8.0 / 150	

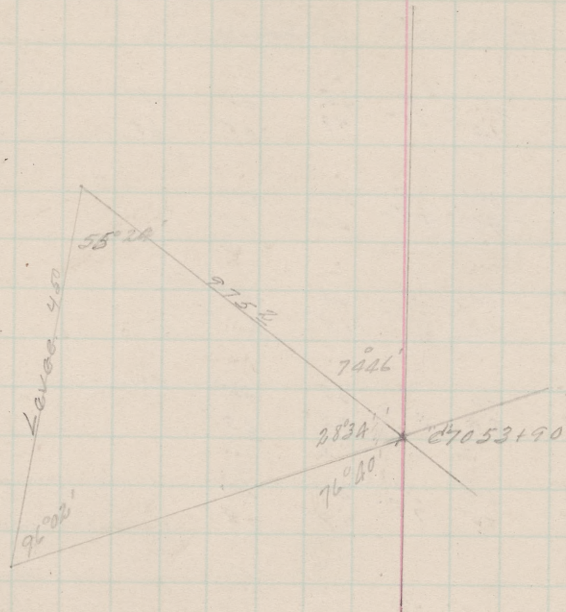
1+00	H.I. 65.05		-5.7 100.0	-5.7	-6.6 100.0	
3+00			-6.3 100.0	-7.2	-7.3 50.0	-4.7 100.0
5+00			-7.3 100.0	-7.0	-7.2 50.0	-5.4 130.0
6+50			-8.0 100.0	-8.7	-8.0 50.0	-6.0 75.0
8+00	H.T. 62.48	-8.5 100.0	5.4 50.0	-5.0 C		

	H I 63.99									
0+00							-1.2 / 0			
+50				-6.5 / 7.0	-10.7 / 38.0	-11.3 / 15.0	-10.5	-8.0 / 20.0	-7.0 / 50.0	
1+50		-2.4 / 190.0	-10.2 / 150.0	-8.1 / 100.0	-7.0 / 89.0	-6.2 / 25.0	-7.0	-7.0 / 5.0	-7.0 / 100.0	
2+50	H.I. 64.05			-2.4 / 220.0	-10.0 / 170.0	-7.1 / 140.0	-5.1 / 0	-7.6 / 35.0	-7.6 / 50.0	-6.3 / 80.0
3+00			-3.1 / 27.0	-9.6 / 225.0	-6.8 / 175.0	-5.7 / 50.0	-7.8 / 0	-5.7 / 70.0	-6.5 / 100.0	
4+00		-4.4 / 240.0	-8.5 / 210.0	-6.2 / 170.0	-5.3 / 100.0	-8.0 / 40.0	-5.5	-4.6 / 50.0	-4.2 / 100.0	
5+00			-1.4 / 200.0	-8.0 / 130.0	-5.7 / 90.0	-5.7 / 50.0	-7.3 / 0	-4.7 / 50.0	-4.0 / 100.0	
6+50	H.I. 66.40		-	-4.1 / 165.0	-9.8 / 90.0	-8.6 / 50.0	-7.3 / 0	-8.0 / 35.0	-9.9 / 65.0	-7.6 / 100.0
7+50				-6.0 / 90.0	-2.6 / 110.0	-10.3 / 50.0	-8.3 / 0	-7.3 / 50.0	-7.5 / 100.0	
8+50				-2.7 / 60.0	-6.1 / 44.0	-10.2 / 20.0	-9.8	-6.6 / 100.0		
8+80					-6	-2.3 / 20.0	-8.9	-7.0 / 100.0		

+92	-35.8 / 13.2	-34.3 / 5.1	-33.0	-32.5 / 4.9	-32.5 / 12.5
+77	-39.4 / 14.3	-34.9 / 5.3	-32.7	-32.8 / 4.9	-31.9 / 12.0
+62	-40.3 / 14.5	-38.9 / 5.5	-35.7	-35.8 / 5.3	-32.3 / 12.5
+47	-40.3 / 14.0	-39.1 / 5.5	-37.5	-37.1 / 5.4	-31.6 / 12.2
+32	-39.6 / 14.2	-38.2 / 5.4	-37.7	-36.2 / 5.3	-28.3 / 11.5
+17	-31.5 / 12.2	-30.7 / 4.7	-28.8	-26.5 / 4.40	-19.5 / 9.2
6791 + 02	-24.1 / 10.5	-23.4 / 4.2	-18.6	-15.4 / 3.50	-12.0 / 7.5
+87			-7.5		

6793 + 12	-34.4 13.0	-30 4.8	-28.5	-27.6 4.6	-24.5 10.6
+97	-35.1 13.3	-28.2 4.6	-24.9	-22.9 4.2	-20.2 9.5
+82	-35.4 13.3	-34.5 5.1	-29.9	-26.6 4.5	-23.5 10.3
+67	-36.3 13.5	-35.2 5.1	-33.8	-31.9 4.9	-28.3 11.5
+52	-73.6 36.6	-35.7 5.2	-33.5	-33.7 5.2	-32.2 12.5
+37	-38.4 14.0	-35.7 5.2	-33.2	-33.4 5.0	-32.0 12.5
+22	-38.3 14.0	-35.3 5.2	-33.1	-33.1 4.9	-32.2 12.5
6792 + 07	-36.3 13.5	-34.4 5.1	-33.0	-32.7 4.9	-32.1 12.5

+16					00	00	
6794+02			00 4.5	00 2.25	+2.9	00	
+87			-41.8 14.8	-1.4 2.4	+0.6	00	
+72			-36.5 13.5	-12.4 3.3	-8.4	-7.2 3.1	-5.6 3.8
+57			-33.4 12.8	-24.3 4.3	-20.0	-21.8 4.0	-21.6 9.8
+42			-36.9 13.5	-35.0 5.2	-31.8	-29.2 4.7	-24.1 10.6
+27			-33.3 12.8	-30.6 4.8	-29.5	-28.1 4.6	-26.3 11.0


55°24'
975.2
Levee 450
7°46'
28°34'
C 7053+90
76°40'
96°02'

+50		13°	8°	c	10°	29°
3+00		-5.4 14°	-6.3 9°	-2.6 c	-5.1 10°	-4.4 24°
+50		-5.1 15°	-4.6 10°	-2.6 c	-3.4 10°	-3.0 26°
2+00		-5.3 13°	-3.6 6°	-1.2 c	-3.3 9°	-3.3 21°
+50		-5.7 15°	-5.1 8°	-2.2 c	-3.5 8°	-3.3° 23°
1+00		-5.1 15°	-5.5 10°	-2.4 c	-4.6 10°	-4.6 23°
+50	-4.9 15°	-4.0 5°	-1.6 3°	-1.9 c	-5.1 13°	
0+00				° c		

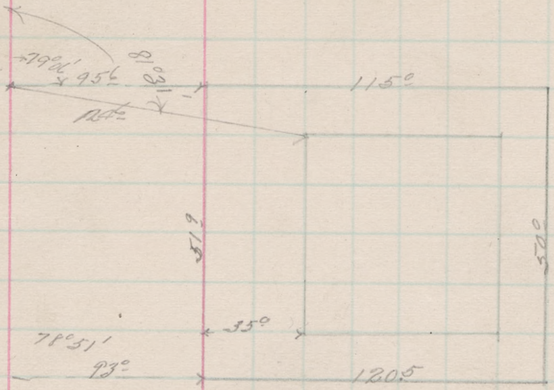
parenthesis

8/21/15

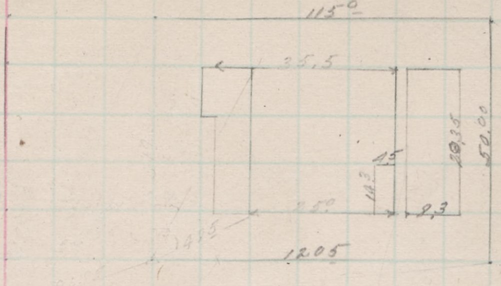
- Presumably Van Deuzen Fill -

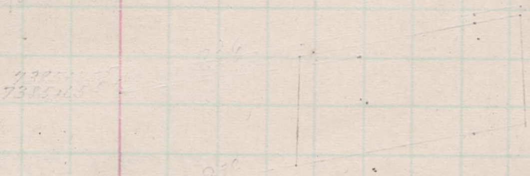
+50	-2.7 19°	-4.0 10°	-1.4 C	-3.3 8°	-3.5 30°	End of Embankment
4+00	-5.1 14°	-4.8 9°	-1.4 C	-3.9 10°	-3.5 27°	
+50	-4.6 13°	-5.6 8°	-2.4 C	-4.3 10°	-4.2 29°	

7385+65⁵



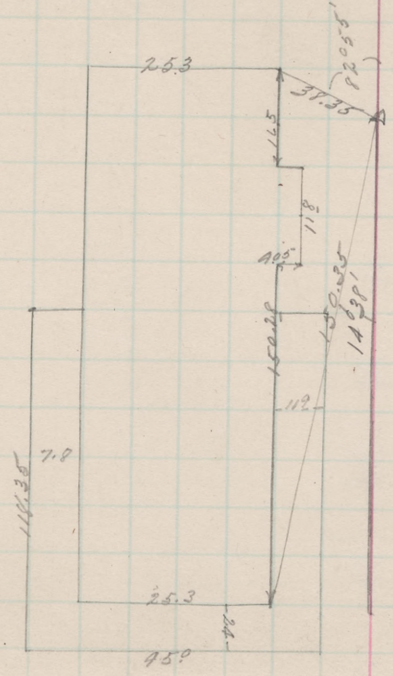
7385+13⁵





7385+13⁵

Fernbridge
1915



7392+04± B.C. T.R.

7441	oo C	oo 11°	+5.2 14°	+17.7 31°	+20.7 46°	
+45°	oo C	oo 11°	+7.0 18°	+16.2 31°	+22.2 31°	+24.0 46°
7440 +15°	oo C	oo 11°	+8.9 19°	+20.1 31°	+23.2 46°	
7439 + 8~~4~~9	oo C	oo 12°	+13.0 30°	+17.4 45°		
7439 + 70	oo C	oo 15°	pyr.			

8/12/15.

X Section Notes Right of ℄
East of Singley.

Station	℄			
7444+65	00 C	00 10°	Pyr.	
+50	00 C	00 7°	+3.9 11°	+4.5 30°
7444	00 C	00 8°	+7.1 12°	+8.5 29°
+50	00 C	00 8°	+6.8 11°	+9.9 30°
7443				
+50	00 C	00 7°	+5.4 11°	+9.9 29°
~~+50~~				
+50	00 C	00 10°	+4.3 13°	+8.7 28°
7442				
7442	00 C	00 10°	+5.4 16°	+11.1 30°
~~+50~~				
+50	00 C	00 11°	+5.0 16°	+13.4 31°

7370+51.7		Elev. of Hub 39.512			
	1.10	40.612			
7370+51.7				1.1	39.5
7371				1.4	39.2
7372				2.1	38.5
7373				2.8	37.8
7374				3.2	37.4
7375				3.5	37.1
7376				3.8	36.8
7377				4.1	36.5
7378				4.7	35.9
7379				5.3	35.3
7380				5.7	34.9
7381			5.82	5.8	34.792
	4.63	39.422			
7382				4.7	34.7
7383				4.6	34.8
7384				4.6	34.8
7385				4.6	34.8
7386				4.5	34.9
7387				4.4	35.0
7388				4.3	35.1
7389				4.2	35.2
7390				4.0	35.4

Near Fernbridge 8/12/15.

Level Notes Sta. 7370+51.7 — 7392.

		39.422			
7391				3.8	35.6
			3.86		35.562
	3.18	38.742			
7392				3.2	36.5
			5.92		32.822

												22.6
7+00			75.00	(-4° 20°)	-3.9 16°	-2.7 10°	-2.6 C	-2.8 10°	-3.9 16°	(-2.6 24°)		
												29.9
6+00			86.70	(-4° 20°)	-4.3 16.5	-3.0 10°	-2.9 C	-3.9 10°	-4.6 16.9	-4° 23°		
												29.0
5+00			69.96	(-2.9 20°)	-2.9 14.4	-2.9 10°	-2.5 C	-3.2 10°	-3.5 15.3	(-3° 20°)		
												19.1
4+00			33.06	(-2° 16°)	-1.8 12.7	-1.8 10°	-1.8 C	-2.2 10°	-2.2 13.3	(-3.3 20°)		
												9.7
3+00			18.93	(-2° 15°)	-1.0 11.5	-1.0 10.0	-1.1 C	-0.4 10°	-0.6 10.9	(-2.5 20°)		
												7.5
2+00			21.75	(-1.6 17°)	-1.0 11.5	-1.0 10.0	-0.8 C	-1.0 10°	-4.9 16°	-5.1 20°		
												7.1
1+00			16.50	(-1.3 20°)	-1.0 11.5	-1.0 10°	-1.0 C	-1.0 10°	-1.0 11.5	(-1.5 18°)		
												3.8
0+00			2.00			00 10°	00 C	00 5.0	-1.0 10°	-2.0 13°	(-10.8 22°)	

Pyr. 10° Back p.

Notes for Fill on County Road Near Alton.

8/10/15.

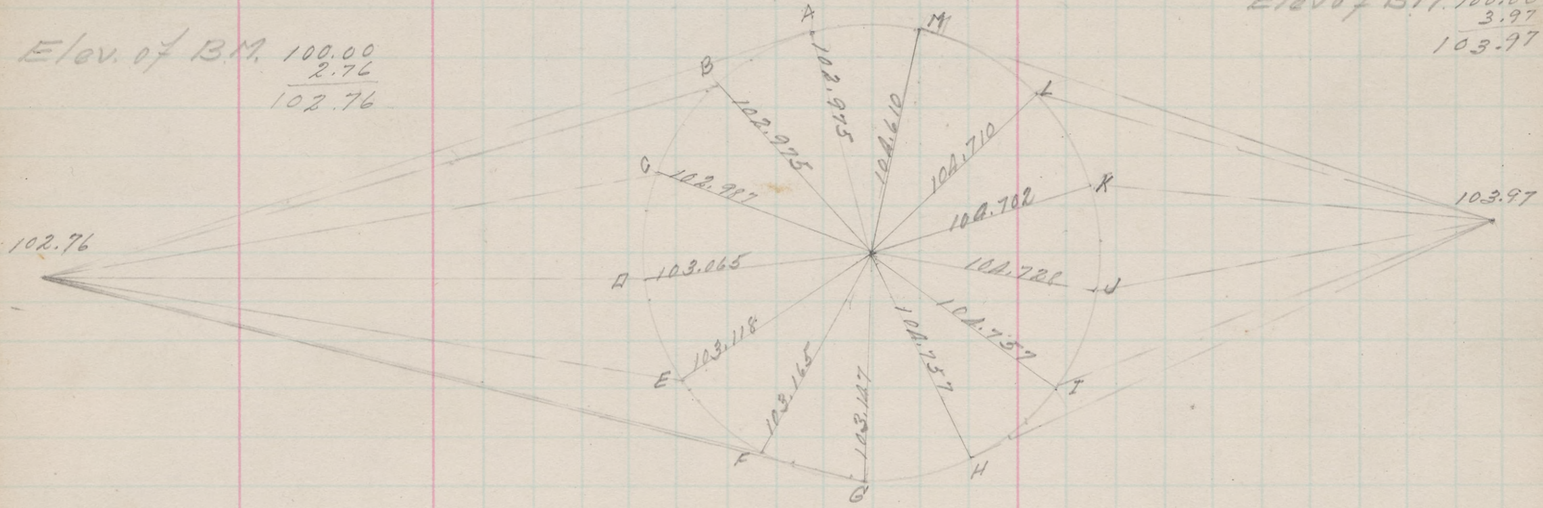
W.C.B.M. No. 30. Elev. 59.278
5.20
64.478
3.1
61.378
3.5
64.878 H.I.

8+50				00 / 10.0	00 / C	00 / 10.0				
8+00	47.66	(-3.0 / 20.0)	-2.5 / 13.8	-2.0 / 10.0	-2.0 / C	-2.1 / 10.0	-2.1 / 13.2	(0.0 / 16.0)	29.4 / 22.6

Elev. on Oil Tank. 8/10/15.

Elev. of B.M. 100.00
2.76
102.76

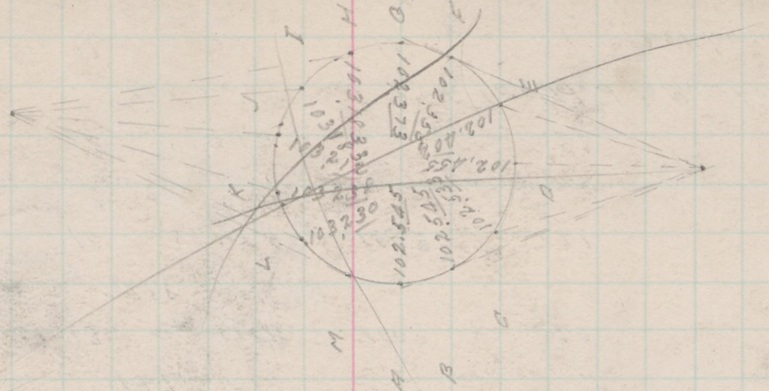
Elev of B.M. 100.00
3.97
103.97



Bent	Dist	Top of Cap	sill	Bent	Dist.	T.C.	T.S.	Bent.	Dist.	
Bent No. 1		114.8	99.6	9		115.0	99.6	17		111.54
	14.5				20.0				20.8	
2		115.0	100.6	10		112.4	99.9	18		109.9
	12.4				17.8				20.4	
3		115.1	100.4	11		112.6	100.1	19		109.9
	14.1				14.0				19.2	
4		114.8	101.5	12		112.3	100.2	20		110.0
	19.8				19.7					
5		114.7	101.5	13		110.8	100.0	20		
	18.0				21.8					
6		114.7	101.4	14		111.3	100.3	21		
	20.1				12.5					
Xing Bent 7		115.3	99.8	15		111.2		22		
	21.3				20.5					
Xing Bent 8		114.7	99.8	16		111.0				
	17.6				19.6					
9		112.9	99.6	17		112				

2" To be added to Bent 8 & 9
14" " " " to other bents to
Base of Rail.

Elev. of BM 100.00
2.76
102.76 H.I.

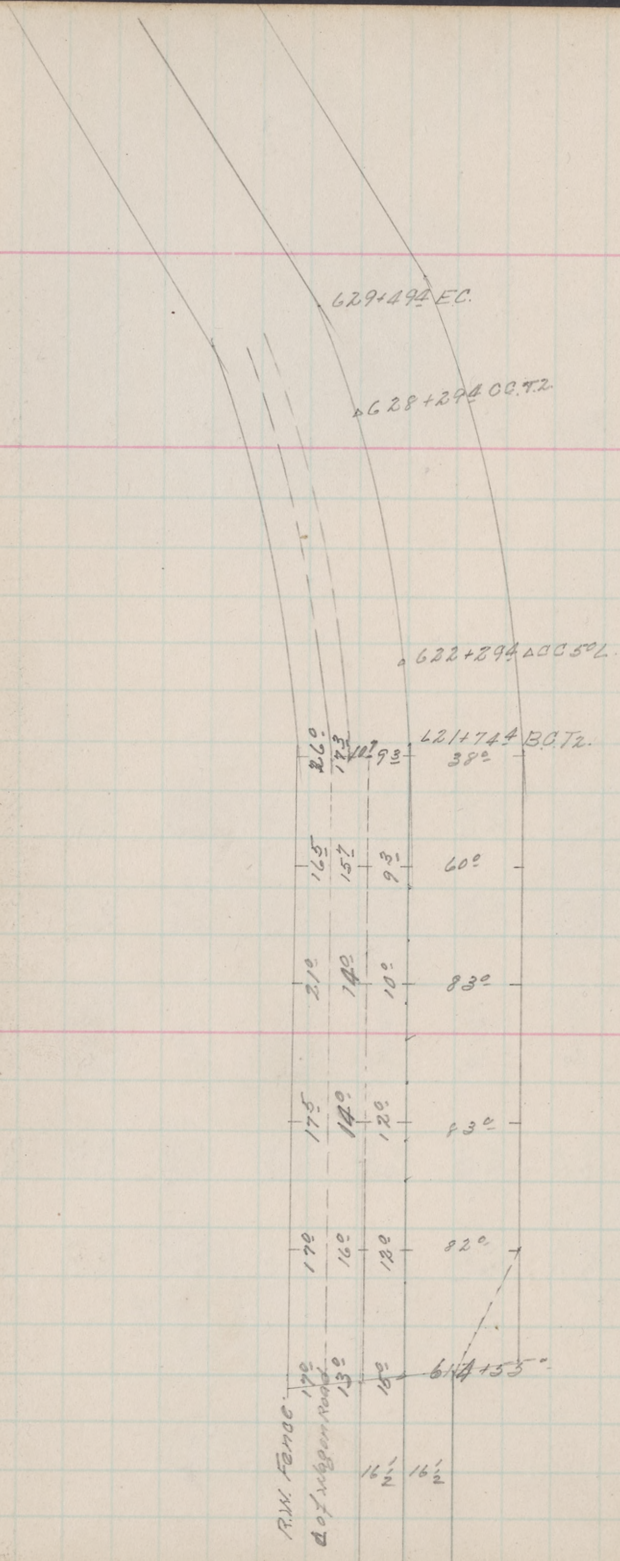


Elev of BM No. 100.00
3.97
103.97

+68.2	△ E.C.	5°20½'	△
+50		4°37'	
6780		2°37'	
+50		0°37'	
6779+34.6 △ B.C. 8° Lt.			

T.C. 10°11'
133.6
St. 66.97

T.C. 10°43'
133.95
St = 67.19


629+49⁴ E.C.
628+29⁴ CC. T.2.
622+29⁴ △CC 5°L
621+74⁴ B.C.T2.
26.0
17.3
10.0
9.3
38.0
16.5
15.7
9.3
60.0
21.0
14.0
10.0
83.0
17.5
14.0
12.0
83.0
17.0
16.0
12.0
82.0
17.0
13.0
10.0
614+35.0
R.W. Fence
℄ of Wagon Road
16½
16½

+92	63.0	99.45		14.0	5.5		5.5	13.0	
+77	64.0	99.52		-44.7 16.0	-37.1 5.6	-35.5	-36.1 5.5	-33.7 13.2	✓ ✓
+62	61.1	99.59		-42.4 15.5	-41.0 5.9	-38.5	-38.7 5.7	-35.1 13.7	✓ ✓
+47	59.4	99.66		-44.5 16.0	-41.4 5.9	-40.3	-39.3 5.7	34.1 13.5	✓ ✓
+32	59.2	99.73		-41.9 15.5	-40.7 5.7	-40.5	-38.4 5.6	-30.9 12.5	✓ ✓
+17	68.2	99.80		-36.0 14.0	-32.7 5.1	-31.6	-28.9 4.9	-22.8 10.5	✓ ✓
6.791+02	78.5	99.86		-27.7 11.8	-25.9 4.7	-21.4	-17.7 3.9	-14.3 9.2	✓
+87	13.00 88.66 88.97 89.6	99.93		-18.8 9.5	-13.8 3.5	-14.3	-8.7 3.1	-6.4 6.5	✓ ✓
6.790+72	90.9	100.00	98.62	-10.2 7.5	-10.6 3.3	-9.1	-7.6 3.1	-6.1 6.5	

B.Rend 397 99.00

6	+97	71.3	98.97	-37.4 14.2	-31.7 5.1	-27.7	-24.6 4.5		-22.1 10.5
	+82	66.3	99.04	-37.7 14.2	-36.7 5.5	-32.7	-28.8 4.8		-25.6 11.2
	+67	62.5	99.11	-38.0 14.5	-37.6 5.6	-36.6	-33.8 5.2		-29.4 12.2
	+52	62.9	99.18	-40.4 15.0	-40.2 5.8	-36.3	-34.8 5.3	-32.9 13.0	
	+37	63.2	99.24	-40.7 15.0	-37.5 5.6	-36.0	-34.3 5.3	-34.1 13.5	
	+22	63.4	99.31	-39.7 14.7	-36.9 5.5	-35.9	-35.9 5.5	-34.1 13.5	
6792	+07	63.6	99.38	-38.1 14.2	-36.3 5.5	-35.8	-34.5 5.3	-33.8 13.2	
	+92	63.8	99.45	-37.6 14.2	-36.3 5.5	-35.8	-34.5 5.3	-33.8 13.2	

+16	98.4	98.42	97.64	0.0 / 5.0	0.0 / 2.5	0.0 / C	0.0 / 2.5	0.0 / 5.0	
6794+02	98.6	98.49	97.68	-5.4 / 6.2	-3.5 / 2.7	+0.1	0.0 / 2.5	0.0 / 5.0	✓ ✓
+87	96.4 (94.52)	98.56	97.72	-44.2 / 15.0	-7.4 / 3.1	-2.2	0.0 / 2.5	0.0 / 5.0	✓ ✓
+72	87.4	98.63	97.78	-38.9 / 14.5	-16.3 / 3.8	-11.2	-9.8 / 3.2	-9.8 / 5.7	✓ ✓
+57	75.9	98.70		-37.9 / 14.5	-28.4 / 4.8	-22.8	-21.1 / 4.2	-24.0 / 11.8	✓ ✓
+42	64.2	98.77		-40.1 / 15.0	-38.1 / 5.6	-34.6	-32.4 / 5.1	-32.5 / 13.0	✓ ✓
+27	66.5	98.83		-36.5 / 14.0	-33.3 / 5.2	-32.3	-30.5 / 5.0	-28.4 / 12.0	✓ ✓
6793+12	67.6	98.90		-37.5 / 14.2	-33.2 / 5.2	-31.3	-30.5 / 5.0	-26.0 / 11.5	✓

X. Sec. Notes for French Gulch Trestle

Elev. of Base of Rail assumed to be (100.00)

	0.35	100.35		
6790+72			9.5	90.9
+87			10.8	89.6
			14.72,	85.63
	4.25	89.88		
6791+02			11.4	78.5
			13.93	75.95
	0.80	76.75		
+17			8.6	68.2
+32			17.6	59.2
+47			17.4	59.4
+62			15.7	61.1
+77			12.8	64.0
+92			13.0	63.8
6792+07			13.2	63.6
+22			13.4	63.4
+37			13.6	63.2
+52			13.9	62.9
+67			14.3	62.5
+82			10.5	66.3
+97			5.5	71.3
6793+12			9.2	67.6
+27			10.3	66.5

		76.75				
6793+42			12.6		64.2	
+57			0.9		75.9	
				0.78		75.97
	8.33	84.30				
				0.45		83.85
	15.02	98.87				
+72			11.5		87.4	
+87			2.5		96.4	
6794+02			0.3		98.6	
+16			0.45		98.42	

Elev. of Base of Rail.

Rate of Grade 0.459

+47	96.1	99.88	7.22	7.13	6.86	-7.2 / 6.7	-2.2 / 3.0	-0.8 / -3.8 / C	-00 / 3.0 / 2.7	-3.0 / 6.0 ✓
+32	99.4	99.91				4.0 / -6.0	1.5 / -2.6	-0.5 / C	00 / 2.5	00 / 5.0 ✓
+17	99.8	99.94				-8.0 / 5.6	-4.0 / 2.8	+0.1 / C	00 / 2.5	00 / 5.0 ✓
6785+02	99.7	99.97								
6784+87	99.8	100.00								

99.7
4.35
104.05
99.88
4.17
2.96
7.13 - +47

+74.7 E.C.

								23.5		
+67	73.1	99.65	7.38	7.34 7.36	7.30	-35.0 13.9	-29.9 4.5	-26.5	-23.5 4.5	-18.5 9.8
								24.5		
+52	72.2	99.68	7.35	7.33 7.21	7.27	-35.1 13.9	-31.5 5.4	-27.5	-25.7 4.7	-24.7 11.0
44.7								22.3		
+37	74.0	99.71		7.31		-36.0 14.0	-27.5 4.6	-25.3	-24.5 4.6	-24.5 11.0
								19.6		
+22	77.1	99.74		7.28		-30.6 13.0	-25.1 4.5	-22.6	-21.9 4.3	-19.6 10.0
14.7								14.5		
6786+07	80.3	99.77		7.25		-29.2 12.2	-23.5 4.5	-19.5	-18.2 4.0	-15.9 9.0
								11.6		
+92	85.2	99.79		7.22		-23.0 11.0	-18.8 4.0	-14.6	-12.6 3.6	-10.4 7.6
								7.8		
+77	88.6	99.82	7.28	7.19	6.92	-17.8 9.6	-13.1 3.6	-10.8	-9.1 3.2	-7.8 7.0
								6.3		
+62	90.6	99.85	7.25	7.16	6.89	20.1 10.3	-10.5 3.3	-9.3	-8.3 3.1	-7.3 6.6

						16.5			
+87	79.9	99.38		-39.0 14.5	-29.2 4.9	-19.5	-9.0 3.2	-9.6 7.2	
						19.6			
+72	77.8	99.41		-39.4 14.5	-26.4 4.5	-21.6	-15.0 3.7	-10.0 7.5	
						10.4			
+57	87.0	99.44		-32.2 13.0	-19.4 4.0	-13.4	-7.3 3.1	-6.0 6.5	
						6.2			
+42	90.3	99.47		-27.0 11.8	-16.5 3.9	-9.2	-3.7 3.1	-2.1 5.6	15
						10.0			
+27	86.5	99.50		-27.0 11.8	-18.4 4.0	-13.0	-8.7 3.2	-4.0 6.0	
						16.6			
6987+12	79.9	99.53		-30.6 12.5	-25.0 4.5	-19.6	-15.3 3.7	-10.6 7.5	
						19.9			
+97	76.7	99.56		-30.0 12.5	-27.0 4.7	-22.9	-27.1 4.7	-14.0 8.9	
						20.1			
+82	76.5	99.59	7.39	-33.5 13.6	-31.8 5.2	-23.1	-19.6 4.1	-16.0 9.0	11

Notes for Trestle at Arch Trestle

				102.97 +03.66					
+77	98.5	99.19	4.47 5.83		-11.7 7.7	-1.2 2.6	-0.7	0.0 2.5	0.0 5.0
							-0.4		
+62	95.8	99.23			-13.2 8.0	-7.3 3.1	-3.4	2.2 2.7	0.0 5.0
							4.1		
+47	92.2	99.26			-18.1 9.5	-12.6 3.5	-7.1	-5.0 2.9	-3.1 5.9
							6.2		
+32	90.1	99.29			-19.0 9.8	-12.7 3.6	-9.2	-8.4 3.2	-8.0 7.0
							7.0		
+17	89.3	99.32			-24.0 11.0	-15.0 3.7	-10.0	-7.0 3.1	-5.0 6.2
							10.6		
6788+02	85.8	99.35			-40.0 15.0	-24.8 4.5	-13.6	-7.6 3.1	-5.4 6.2

20th

		91.04		
6787+27			4.5	86.5
+42			0.7	90.3
+57			4.0	87.0
+72			13.2	77.8
+87			11.1	79.9
6788+02			5.2	85.8
+17			1.7	89.3
	13.28	103.27	1.05	89.99
+32			13.2	90.1
+47			11.1	92.2
+62			7.5	95.8
+77			4.8	98.5
			4.08	99.19

Rate of Grade. 0.207%.

Elev. of Base of Rail. at Sta. 6488+77.^=

Elev. of ℄ Base of Rail at 6484+62 (100.97)

	4.08	104.08			
6.784+87			4.3		99.8
6.785+02			4.4		99.7
6 +17			4.3		99.8
+32			4.7		99.4
+47			8.0		96.1
+62			13.5		90.6
				13.37	90.71
	0.16	90.87			
+77			2.3		88.6
+92			5.7		85.2
6.786+07			10.6		80.3
+22			13.8		77.1
				14.87	76.00
	8.41	84.41			
+37			10.4		74.0
+52			12.2		72.2
+67			11.3		73.1
+82			7.9		76.5
+97			7.7		76.7
6.787+12			4.5		79.9
+27				0.10	84.31
	6.73	91.04			

Alignment for Line Change (Arch Trestle to French Gulch

6786+74.7	= E.C.		
	7°30' 90'		
6785+84.7	▵ C.C.T.3.		7°30'
+50			5°46'
6785	150.0 15-00'	T.C. 24°00' 57 16.7	3°16'
+50			0°46'
6784+34.7	C.C. 10° L		0°00'
	7°30' 90'		
6783+44.7	B.C. T.3.		

		615.6	
+51	537.05		0.0 / 5.0 · +2.5 / C · +13.8 / 10.0 · +29.2 / 25.0 · +32.5 / 34.0 · +47.5 / 54.0 · +53.8 / 63.8
		379.1	
+32.0	168.84		0.0 / 3.0 · +1.3 / C · +8.9 / 10.0 · +16.3 / 21.0 · +25.6 / 35.6
		198.2	
6341	165.63		0.0 / C · 0.0 / 4.0 · +5.3 / 10.0 · +15.0 / 21.0 · +29.6 / 33.0 · +33.6 / 43.6
		218.6	
+68	200.10		0.0 / C · +1.0 / 5.0 · +9.9 / 10.0 · +15.9 / 15.0 · +24.0 / 32.0 · +30.7 / 40.7
		198.4	
+25	48.96		+0.6 · 0.0 / 4.0 · +5.1 / 10.0 · +13.2 / 23.2
		7.2	
A6340+13	0.00 Pyr	3279.	0.0 / C · 0.0 / 10.0
		50	
		3329.0 cu yds.	

Cu yds in cut. 3329.

50 cu yds. to be added.

+31		8.1							
6345	21.05			00/C	00/1.0	+2.3/10.0	+8.3/18.3		
		182.6							
6344+32	163.95		00/3.0	+0.6/0	+4.0/10.0	+11.9/16.0	+22.9/22.0	+23.0/33.0	
		201.2							
+88	82.95		00/5.0	+1.3	+6.0/10.0	+14.4/24.4		+59.6/69.6	+57.9/56.0
		388.5							
+38	336.65			00/C	+3.3/10.0	+9.4/19.4	+24.4/30.0	+39.4/42.0	+54.4/54.0
		277.8							
6343	58.14			3.3 00/C	+5.1/10.0	+12.8/22.8			
		255.2							
+62.0	304.55		00/10.0	+5.8	+11.8/10.0	+18.1/18.0	+27.0/37.0		
		226.3							
+30	78.70		00/6.0	+1.8	+5.2/10.0	+8.0/16.0	+22.7/32.7		
		122.2							
6342	141.38		00/5.0	+2.2/C	+6.5/10.0	+21.5/30.0	+36.5/46.5		

Station							
						138.1	
+50	-12.2 / 27.3	-3.8 / 9.0	-1.0 / C	-0.4 / 9.0	-0.4 / 9.6		62.79
						91.9	
6350	-12.0 / 27.0	-2.7 / 9.0	-0.4	00 / 9.0			36.45
						89.6	
6349	-0.6 / 9.6	-0.3 / 9.0	-0.3	-1.4 / 9.0	-1.4 / 11.1		11.91
						39.2	
6348	-1.0 / 10.5	-1.0 / 9.0	-0.1 / C	-0.6 / 9.0	-1.0 / 10.5		9.30
						18.5	
+50	-1.0 / 10.5	-1.0 / 9.0	00 / C	-1.0 / 9.0	-1.0 / 10.5		10.50
						33.5	
6347		00 / 9.0	00 / C	00 / 1.0	-1.5 / 9.0	-6.1 / 18.1	25.65
						34.9	
+50		00 / 9.0	00 / C	-2.0 / 9.0	-2.0 / 12.0		12.00
						19.6	
6346+00	+0.6 / 10.6	+0.6 / 10.0	+0.6 / C	00 / 10.0			9.18
						8.5	
+50						00 00	Wedge

Cu yds in Fill
2068.5

										21.8	
6356					-0.8 10.2	-0.8 9.0	-0.3 0	-0.8 9.0	-0.8 10.2		10.86
										23.8	
+50					-2.0 12.0	-1.3 9.0	-0.4	-1.0 9.0	-1.0 10.5		14.85
										23.9	
6355					-1.2 10.8	-1.2 9.0	-0.5 0	0.0 9.0			10.98
										62.5	
6354					-0.6 9.9	-0.6 9.0	-1.1 0	-1.5 9.0	-2.8 13.2		22.77
										189.9	
6353				-13.6 29.4	-13.6 25.0	-3.2 9.0	-1.1 0	0.0 9.0			79.82
										234.3	
6352 ∠ 16°					-14.0 30.0	-4.0 9.0	-1.2 0	0.0 9.0			70.80
										333.4	
+77	End of Pipe 34' from toe of slope	+29.6 53.4	-24.6 33.0	-21.0 20.0	-12.2 13.0	-7.7 9.0	-0.9 0	0.0 9.0			390.87
										680.8	
6351				-12.6 27.9	-12.0 22.0	-4.5 9.0	-0.6	0.0 9.0			86.40
										138.1	

+2.65 139.475

4.71

4.66 139.425

5.95

1.63 135.185

5.70

4.23 133.635

4.42

6356+50 | -1.2 / 10.8 | -1.2 / 9.0 | -0.2 / 0 | -1.0 / 9.0 | -1.0 / 10.5 | 12.63

19.7

6357 | 0.0 / 9.0 | -0.2 / C | -1.4 / 9.0 | -1.4 / 11.1 | 8.67

4.6

+29.0 | 0.0 / 9.0 | 0.0 | 0.0 / 9.0 | 000 wedge

Elev. of B.M. 136.825

134.765 -

133.475

129.405

129.215

52				6.88 (5.28)	128.88
51				5.77 (5.93)	127.89
50				5.18 (4.90)	130.42
49				4.76	130.90
48				4.12	131.54
47				3.35	132.31
⊼	2.099	135.660			
T.P.				7.308	133.561
46			(7.40)	7.81	133.06
45			(6.92)	7.62	133.25
44			(6.38)	5.22	135.65
43			(6.03)	3.91	136.96
42			(6.30)	4.72 6.8	136.15
41				6.61	134.26
40				6.46	134.41
⊼	6.061	140.869			
39 T.P.				5.287	134.808
38				5.15	134.9
37				4.94	135.1
36				4.58	135.5
35				4.79	135.3
34				5.05	135.0
33				5.02	135.0
32				5.04	135.0
31				4.89	135.2
29+46.0				5.31	134.8
⊼	3.27	140.095			
		W.C.B.M. #6 20' Lt of 6335+90			136.825

129.9	129.99	Fill	1.21
130.2	130.46	Fill	0.57
130.7	130.86	Fill	0.44
	131.26	Fill	0.36
	131.66	Fill	0.12
	132.06	Cut	0.25

133.4	132.46	Cut	.60
133.9	132.86	Cut	.39
134.5	133.26	Cut	2.39
134.8	133.61	Cut	3.35
134.6	133.86	Cut	2.29
	134.01	Cut	.25
	134.06	Cut	.35

$57 + 32^3$			4.89		129.2
57			4.88		129.2
56			4.99		129.1
55			5.10	(5.06)	129.0
54			5.47	(4.94)	128.6
Π	4616	134.095			
Tl.			6 181		129.479
53			6 93	(6.18)	128.7
		135.660			

			5.30	
			4.78	
			4.77	
		129.38	Fill	.18
		129.45	Fill	.35
129.0		129.52	Fill	.52
129.1		129.67	Fill	1.07
129.5	1	129.81	Fill	1.11

— TABLE OF COSINES —
— FOR SLOPE WORK —

5°	.996	26°	.899
6	.995	27	.891
7	.993	28	.883
8	.990	29	.875
9	.988	30°	.866
10°	.985	31	.857
11	.982	32	.848
12	.978	33	.839
13	.974	34	.829
14	.970	35°	.819
15°	.966	36	.809
16	.961	37	.799
17	.956	38	.788
18	.951	39	.777
19	.946	40°	.766
20°	.940	41	.755
21	.934	42	.743
22	.927	43	.731
23	.920	44	.719
24	.914	45°	.707
25°	.906		

685.37
3.52

688.89 H.I.
3.90

684.99 B.M.

688.89 H.I.
3.69

685.20 T.P.
14.67

699.87 H.I.
4.99

694.88 T.P.
2.80

697.68 H.I.
13.46

684.22 T.P.
12.20

696.42 H.I.
11.64

684.78 T.P.
+3.68

688.46

4.5
.3

1.35
17.9

1215
945
135

24.165

18.5
1.23

923
553
185

24.923

25
9

98° 21'

95°

97° 45'

11.3
1.31

563
339
113

13.253

A = 0.215
B. 0.215
C = 0.227
D = 0.305
E = 0.358
F = 0.405
G = 0.387

H = 0.787
I = 0.787
J = 0.758
K = 0.732
L = 0.710
M = 0.640

17.9
1.5
895
179
26.85

104.35
26
104.090

Elev. No. 30 = 59.278
opp. Sta. 7042 + 38 - 30 R+

7450
7315
135

33 9.1
16 45 1/2

4.10 4.27 3.78
4.21 4.34 3.89

10° 31 1/4

5° 15

64
17
448
64
1088

8 x 17 x 33

265

628
61.4
1.4

200

688.46
5.25
683.21

3.7

1000
81
190
189

3.7

207
15
1035
207
.031105
.21735

732
.238

970
740
2.3

970
787
183

970
758
212

760
358
.402

311.20